

THE NEW UNION DEPOT PLANS

They Are Now Complete and on Exhibition.

DIMENSIONS OF THE BUILDING.

Omaha Promised One of the Most Beautiful and Impressive Structures of the Kind in the Country.

To Cost a Million and a Half.

Messrs. Van Brunt & Howe, of Kansas City, the architects that were engaged to draft plans for a union depot for Omaha, are now completing the plans of the building. Yesterday afternoon the ground plans, including a cut of the building proper, were put on exhibition in the show windows of Dwyer & Stone, on Farnam street, and thousands of pedestrians paused and carefully surveyed the outlines of a structure which, when completed, will surpass any of the kind west of and including Chicago.

The officials of the Burlington and Union Pacific met yesterday afternoon and modified the plans, making slight changes in the interior compartments. The plans are drafted, in the main, to provide for a viaduct, spanning Tenth street is incorporated, on an entirely independent basis from that of any other building. The viaduct is the best manner the viaduct and approaches. The following details in connection with the depot were submitted by Chief Engineer Bouge, of the Union Pacific:

"The complication of tracks, grades and approaches at the railroad center of Omaha is so great that the problem of locating and erecting there a union passenger station, in the best position and most convenient form, is beset with serious difficulties. In the endeavor to solve this in the best manner the interests of the city and of the roads and as presenting the most convenient and most effective building practicable, under the circumstances."

"The scheme thus developed involves, first, the retention of the present train house, 135,000 feet, which structure is the second, the extension of it eastward by the addition of six bays, this making the total length 408 feet; third, the closing in of the open end of the train house at the ends by an architectural screen of glass and iron; fourth, the building of a lean-to along the whole north side, opening into it by a series of arches, thus increasing the total width of the train house by forty feet, accommodating two or more tracks and making the present building a part of the new construction; and, finally, the construction of a new main building along the south side of the extended train house, fifty-four feet wide and 405 feet long, and three stories high."

"In this main building the express offices, the baggage department and the emigrant waiting rooms are amply accommodated. In the basement on the track level, where, also, are placed the depot master, the postoffice department, the Pullman supply rooms, and other offices. The Pullman supply rooms, and other offices immediately connected with the handling of the trains and management of the station; in the first or principal story are assembled the great central waiting hall, 40 x 100, with the ticket, Pullman and telegraph offices, news and check stands, and other conveniences of travel; the separate waiting rooms for men and women, with toilet rooms connected, the barber shop, the dining room and restaurants, with their dependencies, and some of the railroad offices, which are to be near the public; and in the second story are groups of offices for the several companies using the station, all abundantly supplied with light, air and sanitary accommodations, and of size and number sufficiently ample to meet the present and prospective requirements of railroad service."

"The most important point of convenience to be provided for in such a building as this, through as it will be with arriving and departing crowds, is the arrangement of the plan that the human tides in both directions shall not conflict, and that the means of entrance and exit to and from the building for arriving and departing passengers be made so evident that the possibility of mistake or misdirection shall be reduced to a minimum. To this end, the Tenth street viaduct, which should be 100 feet wide and is 25 feet high over the whole system of tracks, a foot bridge, 72 feet long and 21 feet wide, is thrown across the tracks, and entrance in a clock tower, which forms the leading feature at the west end of the building. From this archway a broad flight of stairs descends to the track level, to accommodate the baggage and express and baggage force in this traffic way or street, which is forty feet wide, extends the whole length of the central facade, and is provided with a baggage and express, delivery and reception doors in the basement."

"From the central hall interior communication with the track platform is made by a grand, double, stone staircase, lighted from above and descending behind an arcade in the center of the south wall of the train house to a vestibule with open staircases leading to the platform on one side, and on the other to the checking counter of the baggage department."

"Five tracks are carried through the main train house and two through the northern annex. The platform of the main train house is 24 feet wide, with a low end and the before mentioned stone stairs to the lower entrance and bridge. From the middle ascend the broad steps to the central hall, and near the top of the stairs invite to the lunch counter and dining room in the first story. In this way whatever inconveniences may be attributed to having the principal passenger accommodation on a story above the track platform are, it is hoped, in a great measure obviated, if not entirely removed."

"It will be perceived that as an architectural composition the present train house is entirely enveloped in new constructions, and that the new main building, with its long lateral extent, its towers, its wide end, its bridges and bays, all constructed on a large and permanent scale, give opportunity for effect to the new building, and work it is proposed to construct, these buildings in face brick, with red sandstone dressings, the basement being entirely of terra cotta."

"The inclined viaduct will enable the cable system of street cars to connect with all the main entrances of the station. The platforms, where they extend out, and west outside of the train house, will be covered by sheds."

"The main architectural difficulty occurs in placing a building so large and important on a level 25 feet below the nearest street viaduct. This has necessitated emphasizing the west facade toward Tenth street by grouping two towers in this point, one of which is of such considerable height (300 feet) as to be conspicuous from all parts of the city. A further attempt has also been made to render that part of the architecture which is seen from the highest neighboring levels of street approach as complete as possible in itself, in order to avoid the sunken effect in the building. It is to be observed that the perspective presentation assumes the position of the spectator at an impossible height, so as to include as much as possible of the neighboring track viaducts and viaducts, and to explain the unusual and somewhat complicated topographical conditions. From ordinary and accessible points of observation

the roofs will be very inconspicuous, and the masses of the building will assume much more agreeable mutual relations than could be indicated in a bird's-eye view."

"The value of the completed work, not including the viaducts, will exceed \$1,500,000. The total length of the building is 408 feet; its total width, including train house, is 238 feet."

Chief Engineer Bouge is of the opinion that the building will not only be the flower of the Missouri valley, but that it will be equal to any structure of its kind in the United States. When the building is completed General Manager Kimball, of the Union Pacific, states that it will be thrown open to all the Iowa lines and that the rental will be made sufficiently low to bring in all roads. This will make Omaha a terminal point for all the Iowa lines and also a port of entry and delivery. The building will occupy the present site of the Union Pacific and Burlington depots on South Tenth street, the west end bordering on the east curb line of the street and running from there eastward.

Remember. ALLCOCK'S are the only genuine PAINOCT PLASTERS. They act quickly and with certainty, and can be worn for weeks without causing pain or inconvenience. They are invaluable in cases of Spinal Weakness, Kidney and Pulmonary Difficulties, Malaria, Ague, Sore Throat, Rheumatism, Strains, Sprains, Rheumatism, Lamboago, Sciatica, Head, Spine and Stomach Troubles, and all local pains.

Beware of imitations, and do not be deceived by misrepresentation. Ask for ALLCOCK'S, and let no explanation or solicitation induce you to accept a substitute.

ENGINEERS' ARBITRATION.

C. B. Rustin Takes the Neutral Seat Among the Arbiters.

Captain C. B. Rustin, a well known capitalist of this city, was selected as the third man on the board of arbitration before which the controversy over the scale of engineers' wages on the Kansas Central will be laid for adjustment.

His name was submitted by Chairman Vroman and it was accepted by Manager Baldwin. As a consequence of the selection, the controversy over the scale of engineers' wages on the Kansas Central will be laid for adjustment.

The board of arbiters met yesterday afternoon at Union Pacific headquarters and the controversy involving the Kansas Central was taken up.

The company will also submit the question of the reduction of the wages of the engineers in the transfer yards from \$3.25 to \$3.50 per day.

A meeting of the engineers and officials was held yesterday forenoon at headquarters, at which minor grievances were disposed of. The indications are that the trouble will blow over without any serious result.

The Northwestern Consolidation. Latest advice concerning the rumored consolidation of the Northwestern and Elkhorn offices are to the effect that the freight department of the Northwestern will be absorbed by the Elkhorn, and that the passenger and ticket department will be maintained with D. E. Kimball in charge. Mr. Kimball is the present incumbent.

Railroad Notes. Baggage-master H. W. Briggs, at the Webster street depot, will leave on July 1 for a month's vacation, which he will spend at Lake Superior points.

Division Superintendent Ralston, of the Missouri Pacific, arrived in the city in his special car yesterday morning.

General Superintendent Halsey, of the Elkhorn, is in the city.

The Oakland accommodation will be run as a special train under on July 4, leaving Omaha at 8:30 a. m.

COLLECTOR CALHOUN RETIRES.

Mr. Peters Takes Charge of the Office This Morning.

The internal revenue office of this city will be turned over this morning to Collector Peters, whom President Harrison recently appointed to succeed J. S. Calhoun. Special Inspector D. D. Spaulding, of the revenue department, is here from Washington for the purpose of transferring the office from the old to the new collector. He was accompanied by a special train, leaving for the office at 9 o'clock this morning, with John B. Dennis as chief deputy.

Ladies are greatly benefited by the use of Anker-Pain-Expeller, the South American tonic of Dr. J. G. B. Siegert & Sons. Ask your druggist.

New Incorporations.

Articles of incorporation were filed yesterday with the county clerk as follows: By Bernard, Charles H., and Ida E. Fowler, incorporating the Fowler Elevator and Mill Feed company; capital stock, \$5,000. By W. W. Lowe, W. M. Planagan, C. A. Potter and Frank Crawford, incorporating the Omaha Motor and Manufacturing company; capital stock, \$300,000. This company is organized for the purpose of manufacturing motor cars, street cars, machinery for operating said cars, passenger coaches, self coupers and similar apparatus.

FOUR GRADUATES.

The Sacred Heart Academy's Latest Contribution to Society.

The Park Place pupils gave an interesting entertainment yesterday at the Academy of the Sacred Heart to their guests and teachers. Choice musical selections and recitations were able rendered by the pupils; several essays of a very high order were read, and an interesting drama was played. The entertainment was given by the graduates of the year, Miss Gutman, of Plattsmouth; Miss Hulley, of Nebraska; Miss Charity Babcock and Miss McHugh, of Omaha. Each of these young ladies was awarded a gold medal as a testimonial of the highest honors of the institute.

Other prizes were awarded, and, judging from the meritorious work and high order of intelligence displayed, they were well deserved.

Constitution.

If not remedied in season, is liable to become habitual and chronic. Drastic purgatives, by weakening the bowels, confirm, rather than cure, the evil. Ayer's Pills, being mild, effective, and strengthening in their action, are generally recommended by the faculty as the best of aperients.

"Having been subject, for years, to constipation, without being able to find relief, I at last tried Ayer's Pills. I deem it both a duty and a pleasure to testify that I have derived great benefit from their use. For over two years I have taken one of these pills every night before retiring. I would not willingly be without them."—G. W. Bowman, 26 East Main st., Carleton, Pa.

"I have been taking Ayer's Pills, and using them in my family since 1857, and cheerfully recommend them to all in need of a safe but effectual cathartic."—John M. Boggs, Louisville, Ky.

"For eight years I was afflicted with constipation, which at last became so bad that the doctors could do no more for me. Then I began to take Ayer's Pills, and soon they brought relief to my natural and regular action, so that now I am in excellent health."—S. L. Loughbridge, Bryan, Texas.

"Having used Ayer's Pills, with good results, I fully indicate them for the purposes for which they are recommended."—T. Connors, M. D., Centre Bridge, Pa.

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass. Sold by all Druggists and Dealers in Medicine.

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Continued Clothing House

UNATTRACTIONABLE BARGAINS

In Spring & Summer Clothing to Close the Season

Our entire wholesale and retail stocks combined, on both the first and second floors of our establishment, are now offered to close, at prices never before approximated in the west.

A Grand Carnival Bargain Sale This Week

Until July 1st we will offer the most extraordinary attractions in every department of our establishment—Ready-made Clothing Department, Custom Department, Furnishing Goods Department, Hat and Cap Department—everything in America.

Do not invest one dollar in any merchandise in our line until you have attended our Great Closing-out Sale for the month of June.

The time has come for closing out all lots of spring and summer clothing. The opportunity is yours! The loss is ours!

On our Men's Ready-made Department we offer 150 suits of Men's Fine Whipcord Suits in 3-button cutaways at \$15.00 per suit. These are goods which have sold in our stock all season at \$22.50 per suit. Made from an imported worsted, elegantly trimmed and of a suitable weight to wear at any season. We claim that this line cannot be bought out here at a price for less than \$22.50. Our price at this sale will be \$15. All sizes from 34 to 44.

If you purchase a suit of this lot and it is not to be found as represented, the purchase money will be refunded. We cannot send samples of the cloth, but will send a couple suits to any address, and if it is not satisfactory, may be returned at our expense. Send us for self-measurement blanks. Remember the price, \$15.00, in frock suits. REDUCED PRICES ON MEN'S SACK SUITS.

We have reduced prices on our fine Business Sack Suits to a lower average

than we have shown since we have been in business. We can afford to do it as we manufacture our own goods and in large quantities. We have had a successful season and are determined not to carry over a light weight suit.

July 1st is the date of our seasonal stock taking and we will reduce stock before that date if prices will do it.

MEN'S \$10 SUIT SALE. The most attractive part of this sale is our large line of suits marked down to \$10. We will not attempt a description of these goods; they must be seen to be appreciated. There is nothing in this line but pure, all wool suitings and remember, a \$10 suit at the Continental is just as closely inspected in regard to making and trimming as the higher grade of goods. There are goods in this line that cannot be bought outside of the Continental for less than \$15. Our price is only \$10.

PANTALOON DEPARTMENT. A special bargain line of Men's all wool cheviot pants in a neat dark striped cheviot, in all about 200 pairs, will be offered at this sale at the unheard of price of \$2.25 per pair. Send us your measure and P. O. order for \$2.25 for a pair of this lot and they cannot fail to be satisfactory. We know what these goods are worth. They were never bought for less than \$3.50.

BOYS' AND CHILDREN'S DEPARTMENT—BOYS' LONG PANTS SUITS, AGES 10 TO 14 YEARS. We offer the greatest bargain line of Boys' Long Pants Suits, ages 10 to 14,

which we have never sold at \$5.50 per suit. Nothing larger than 14 years, in pure all-wool Cassimere and Cheviots, goods which we have sold all season for \$7 and \$8, at the unheard of price of \$5.50 to clear up this entire line. We cannot send samples of this cloth, but always bear in mind that you need not hesitate to send us a postal-note for the amount and if the goods are not perfectly satisfactory, we will pay all express charges and refund your money.

BOYS' KNEE PANT SUITS, PRICE \$2.50. 250 Boys' Knee Pant Suits, in a neat gray and black check and brown and gray striped cheviot, are marked at this sale for \$2.50 per suit. This is the price paid for a cheap grade of satinet, but in this line we offer a good home wearing material, in colors suitable for school wear—in all, one of the best values for vacation wear we have ever offered.

OUR LINE OF FINE SUITS AT \$5. Complimentary remarks are made by our customers when they examine our line of fine Cassimere and Cheviot Suits at \$5.00. During this sale the variety will be larger than ever, and we are sure of one fact, that every garment sold out of this department will give perfect satisfaction, and a customer ever sold will always bring their children to the Continental to be fitted. Our variety is larger, the quality is just as represented, and our prices are lower than are paid for inferior goods at other places.

HAT DEPARTMENT. In this department we are busy now on straw goods. In Men's, Boys' and Children's Straw Hats we are offering quantities and prices that surprise every one. Why pay fancy prices when you can get the same grade at Continental for 50 per cent less than at your hatter?

FURNISHING GOODS DEPARTMENT—FLANNEL SILK TENNIS AND VACATION SHIRTS.

We are showing the largest line of Flannel, Silk and Silk-striped Shirts for vacation wear that can be found in the city. Exclusive styles and popular prices—Silk Sashes and Belts.

SPECIAL SALE OF UNDERWEAR. A large stock is always desirable in selecting underwear. We carry a full line of domestic and foreign makes and claim to have the largest variety west of New York. Special bargain lines are shown on our counters to-day that cannot be equaled.

MERCHANT TAILORING DEPARTMENT. The season is so far advanced that it is desirable to close out our light weights. Special discount prices will be made during this sale in the Custom Department, and the same superior workmanship guaranteed which has always characterized garments made at the Continental.

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